

**Four Cities Coordinated
Stevens Creek Trail Feasibility Study**

**Review of Community Feedback
Joint Cities Working Team Meeting Minutes**

MEETING LOCATION: Sunnyvale Community Center
Neighborhood Room

MEETING DATE: May 13, 2013

MEETING TIME: 7:30 p.m. to 9:30 p.m.

ATTENDANCE:

Elected Representatives

Mayor Orrin Mahoney, Cupertino
Councilmember Ronit Bryant, Mountain View
Councilmember Tara Martin-Milius, Sunnyvale
Councilmember Jeannie Bruins, Los Altos
Nai Hsueh, Director, Santa Clara Valley Water District

Staff Members

Jack Witthaus, Transportation and Traffic Manager, Sunnyvale
Patricia Lord, Senior Management Analyst, Sunnyvale
Gail Seeds, Park Restoration and Improvement Manager, Cupertino
John Marchant, Parks Section Manager, Mountain View
Cedric Novenario, Transportation Projects Manager, Los Altos
Jane Mark, Manager, Santa Clara County, Parks and Recreation Department
Roger Narsim, Engineering Unit Manager, Santa Clara Valley Water District

Consultants

Jana Sokale, Principal Planner, Sokale Environmental Planning

These meeting minutes, if not corrected at the next meeting by any party in attendance, shall be acknowledged as an accurate report of the events that transpired at this meeting.

- I. Findings from Public Meetings** – Mayor Mahoney, Councilmember Bruins and Councilmember Martin-Milius noted that additional surveys and petitions had been received. The surveys have been incorporated into these results. The petitions have been logged by City Clerk staffs and will be included in the Summary of Public Comments being prepared by Sunnyvale.

A total of 450 participants signed-in at the door during the last three community meetings. We received 227 general comment cards, 185 Los Altos/Sunnyvale and 103 Cupertino trail types, alignments and features assessment forms as a result of the meetings. The vast majority of the comments cards were received from Sunnyvale, Los Altos and Cupertino residents. Key findings include support for extending the Stevens Creek Trail with a strong preference for a pathway within the creek corridor similar to the already completed segments of the Stevens Creek Trail. The comments

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cards indicated the participants were aware that a gap in public ownership along the creek corridor exists beyond Fremont Avenue and an on-street route would be needed to link the creekside trail segments. Community members completing the comment cards generally used the trail for recreation and exercise. Residents expressed the highest levels of support for extension the trail in the creek corridor, habitat restoration in conjunction with trail development and maintenance of the existing trail.

A total of 185 completed Sunnyvale/Los Altos Assessments were received. The majority of these assessments were from residents living on streets considered for pedestrian and bicycle improvements. The Sunnyvale/Los Altos Assessments mirrored the general comments cards with a preference toward a creekside trail followed by a multi-use path along city streets. In areas with insufficient street width to support a separated path, respondents desired bike lanes on city streets. On-street enhancement preferences included the addition of street trees, crosswalks, flashing crosswalk beacons, buffered bike lanes, bike lanes and landscaped median islands. These features were followed in descending order by crossing islands, colored bike lanes, speed bumps, corner curb extensions, roundabouts and speed tables. Preferred sign and pavement markings included in descending order Stevens Creek Trail signs, ladder or zebra style crosswalks, Stevens Creek Trail pavement markings, guided bike route signs, greenway signs, shoulder stripping, centerline stripping and sharrows.

There was a narrow margin of positive support for incorporating the existing pedestrian/bicycle bridge at West Valley Elementary School into the Stevens Creek Trail system. There was little to no support for a multi-use trail on Fallen Leaf Lane, crushed granite side paths on Fallen Leaf Lane or bike lane couplet using the combination of Belleville Way and Fallen Leaf Lane. There was an approximate 50/50 split for either eliminating on-street parking on Bernardo Avenue or making the roadway a one-way street to support development of a multi-use trail along the soundwall from Fremont to Homestead. Many qualitative comments were received from the public. These included general comments as well as specific comments related to trail routing and improvements. These comments are incorporated in the Sunnyvale/Los Altos Assessment Summary distributed on May 13.

A total of 103 completed Cupertino Assessments were received. The majority of these assessments were from residents living on streets considered for pedestrian and bicycle improvements. The Cupertino Assessments also reflected the sentiments of general comments cards with a preference toward a creekside trail followed by a multi-use path along city streets. In areas with insufficient street width to support a separated path, respondents desired enhanced bike lanes and bike lanes on city streets. On-street enhancement preferences included the addition of crosswalks, bike lanes, street trees, flashing crosswalk beacons and buffered bike lanes. These features were followed in descending order by colored bike lanes, landscaped median islands, crossing islands, roundabouts, speed bumps and corner curb extensions. Preferred sign and pavement markings included in descending order shoulder stripping, ladder or zebra style crosswalks, Stevens Creek Trail pavement markings, guided bike route signs, greenway signs, Stevens Creek Trail signs, centerline stripping and sharrows.

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There was little to no support for a greenway or bike route on Barranca, Peninsular, Caroline or Maxine. There was slightly more support, but still in the negative range for the loss of some street parking on these routes to accommodate bike lanes. There was little support for a greenway or bike route on Stokes, Dempster and Peninsula or Madera, Mann and Phar Lap. Many qualitative comments were received from the public. These included general comments as well as specific comments related to trail routing and improvements. These comments are incorporated in the Cupertino Assessment Summary distributed on May 13.

II. Review of Public Input Process – Councilmember Martin-Milius raised the concept of adding an additional member from each community to the Citizens Working Group to assist in addressing neighborhoods concerns. A discussion ensued regarding the purpose of the Citizens Working Group that was established by the previous Joint Cities Working Team. Four of the five elected officials have rotated off the Working Team within the past few months. The Joint Cities Working Team opted to add one new member from each of the four communities. Citizens Working Group meetings will be delayed until the new members are selected.

III. Preliminary Trail Ranking Criteria and Sample Scoring – Councilmember Bruins felt the preliminary criteria did not adequately distinguish the features of each route.

Councilmember Bryant believed that the walking and bicycling criteria should be combined to avoid duplication.

Director Hsueh suggested breaking the enhancements into two categories – one addressing the creek corridor and another focusing on the streetscape.

Mayor Mahoney thought the rankings needed to include the breakouts or raw data that produces the score.

Councilmember Bruins was also evaluating the “Bang for the Buck” with regard to which routes would provide the greatest benefit for pedestrians and bicyclists.

Mayor Mahoney felt all routes should be ranked.

IV. Schedule – The Citizens Working Group and Joint Cities Working Team will meet to discuss the ranked routes once the new Citizens Working Group members have been selected.

V. Next Steps – The project team will rank routes.

PUBLIC COMMENTS

- Look for connections.
- Do not destroy the quality of the route.
- No Barranca route.
- Take into consideration the changes to the streets.

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- Take into consideration access to Cupertino Junior High School.
- Add land use as a criterion.
- Criteria are redundant and cause Mary and Foothill to fall out.
- A single trail is useless. Go to Google Maps and map your own route.
- Give the public 5 minutes at the end of each agenda item.
- We want data on # of trail users and trail crime.
- Will the trail be meet ADA guidelines?
- Data is skewed.
- Why not look at other routes with large right-of-way: Knickerbocker and Mary.
- Mary Avenue footbridge grants support connection to the Stevens Creek Trail.
- Survey sample is too small.
- Is this a trail along the creek or a connection on the street?
- If there is no Highway 280 Bridge why are we still talking about this?

VI. **Adjournment**

The meeting was adjourned at 9:45 p.m.